

AN OUTLINE:

THE CAMPBELL RIVER LUMBER COMPANY, WHITE ROCK, B. C.

I905 - George Thrift operated a sawmill on Bamford Road.

I906 - the Thrift mill was purchased by Harold Hunter and Frank Fox.
Harold Hunter was an energetic mill operator from Blaine, WA.

- Hunter and Fox also had a mill at Halls Prairie and Crescent Beach -
The mill at Crescent was a shingle mill. Also they owned another
shingle mill at Colebrook.

- Hunter owned also another small mill at Hazelmere.

I912 - Hunter's Hazelmere mill burned, and was a complete loss -

I912 - Hunter and Fox owned a shingle mill in White Rock near High Street
and Marine Drive -

I913 - the shingle mill at High Street and Marine Drive burned -

I913 - on April 17, construction of the Campbell River Lumber Company Ltd.
mill was begun on leased Indian Reserve land at the foot of Stayte
Street and west to the foot of Lee Street and Marine Drive -

I913 - on August 17, the first board was sawn.
William J. Moffat installed the first machinery, and later became
superintendent, and chief engineer.
Production was 100M board feet daily.

I921 - extensive alterations were made - new saws were installed - a 1600
foot wharf was built - a steam crane to load scows was acquired -

in the last few years, logs were brought in from the Chilliwack River
area via the Vedder Canal and the Fraser River to Semiahmoo Bay. The
tugs "Camloca" and "Almira" were used for boom hauling.

the company had timber limits at Hazelmere - the Columbia Valley near
Cultus Lake, and also on Hernando Island-

it is interesting to note that for their Hernando Island operation,
the Campbell River Lumber Co. purchased the ex- Lenora, Mt. Sicker
Shay steam locomotive Number Two, which was narrow gauge. Her specs
were as follows:

Builders no. 220 - Date built: 10-68-88 - Weight: 18 tons - Cylinders:
8" x 8" - Type: 2 truck Shay - Builder: Lima -
She was originally built for the H.W. Sage Company in eastern U.S.A.
The Lenora, Mt. Sicker Railway (a mining operation on V. I.)
purchased this engine from the Hoffius Steel and Equipment Company of
Seattle in July 1901. Hoffius Steel and Equipment were the Northwest
agents for Lima Shays in those days.

The Campbell River Lumber Company operations at Hernando Island was at
Stag Bay. The B. C. Railway Historical Association of Victoria is of the
opinion that this locomotive is still at Stag Bay on Hernando Island -

THE CAMPBELL RIVER LUMBER COMPANY - continued:

- the reason for this opinion is that the little Shay locomotive was narrow gauge, while the other railroad operations of this Company were standard gauge -
- H. H. Stevens of Vancouver owned timber rights below North Bluff Road west of the Coast Meridian, and there was a tollgate on the Semiahmoo Indian Reserve end of the skid road that went from the Stevens property to the Campbell River. Mr. W. J. Stokes recalls that he hauled logs along this skid road in a 24 foot skid sleigh drawn by four horses. He further relates that there was always an old Indian woman at the tollgate to collect the toll of one dollar for every load that went through.

- 1927 - in the fall of that year, a depressed lumber market together with the increased costs of log transportation forced the White Rock mill of the Campbell River Lumber Company to close down
- Incidentally, bunkhouses to accomodate the Chinese workers for the mill were built on the Indian Reserve ^{30.4.4} where the little abandoned Roman Catholic church now stands -
 - today, the office building at the foot of ^{KENT} Street (built in 1919) and a few of the company houses on Parker Street and Marine Drive are all that remain of that enterprise in White Rock. The office building was leased to the local office of the Department of Vital Statistics in 1971, after having served a variety of purposes since the mill closed down - Leased to B. C. Registrar of Voters more recently -
 - William Moffat, as mill superintendant, and with workers Arthur Sharp and James Bielby stayed on to dismantle and dispose of the machinery, and all company buildings except the office. Arthur Sharp stayed on as caretaker until 1943 -
 - though the mill at White Rock ceased operations in the fall of 1927, the Campbell River Lumber Company carried on elsewhere. One of their later operations was the logging of the west slope of Vedder Mountain about 1935. That was also a steam railway logging show -
 - the Hammond Cedar Company acquired the 90 foot burner from the White Rock mill for their plant at Haney -

Here as follows:

Builder no. 220 - Date built: 10-22-22 - Weight: 18 tons - Cylinders: 8" x 8" - Type: 12 truck Shay - Builder: Lima
She was originally built for the H.W. Sage Company in eastern U.S.A.
The Lenora, Mt. Sicker Railway (a mining operation on V. I.) purchased this engine from the Hoffman Steel and Equipment Company in Seattle in July 1901. Hoffman Steel and Equipment were the Northwest agents for Lima Shays in those days.

The Campbell River Lumber Company operations at Hornum Island, Stag Bay. The B. C. Railway Historical Association of Victoria is of opinion that this locomotive is still at Stag Bay on Hornum Island.